

~~SECRET SPOKE~~

CATEGORY = 7

M = 58

MESSAGE = 00226664

MSGMSGMSGMSGMZCQAB198SVB736RAA082TSA395LAA110SVA263 \*\*\*\*\*

00 [REDACTED] DE

53 2600318  
 ZKZK 00 HAH NNN ILR NRL DE  
 O 170313Z ZYH  
 FM USA-32  
 TO HOTEL TMREE/FOXTROT  
 ZEM

(b) (3) - P.L. 86-36

~~SECRET SPOKE~~ 2/H3:MCK/R 437-66 SPOT REPORT FOLLOW-UP NR TWO AND FINAL TO  
 2/H3/VCK/R434-66 DTG: 16/0954Z SEP 66. DRV MIG DAMAGED IN AIR ENGAGEMENT  
 NOJHEAST OF HANOI. BETWEEN 0840Z AND 0902Z ON 16 SEP T 66, DRV TACTICAL VOICE  
 FACILITIES FROM HANOI REFLECTED AN AIR ENGAGEMENT BETWEEN FOUR POSSIBLY FIVE  
 DRV MIGS AND AN UNDETERMINED NUMBER OF HOSTILE AIRCRAFT, WHICH RESULTED IN ONE  
 DRV MIG BEING DAMAGED. THE MIGS WERE INITIALLY REFLECTED AT 0840Z AT AN  
 ALTITUDE OF 22960 FT. AT 0842Z ONE MIG PILOT REFLECTED HE COULD SEE MANY HOSTILE  
 ACFT IN THE VICINITY OF HIGHWAY ONE. THE GCI CONTROLLER INSTRUCTED THE MIGS TO  
 INCREASE GUARD TO RIGHT FRONT 11NM AWAY. THE FLIGHT LEADER OF THE MIG ACFT AT  
 0843Z REFLECTED THAT THE HOSTILE ACFT WERE STRIKING ALONG HIGHWAY ONE. THE GCI  
 CONTROLLER THEN DIRECTED THE MIGS TO INCREASE GUARD TO LEFTHAND STATED THE  
 HOSTILE ACFT WERE GOING TOWARDS HAI DUONG (21-56N, 106-21E) AT AN ALTITUDE OF  
 6560 FT. THE FLIGHT LEADER THEN REPORTED THAT ONE F-105 WAS LEAVING AND WAS  
 GOING LEFT VERY FAST. HE THEN REFLECTED THE F-105 HAD TURNED AROUND AND WAS  
 DESCENDING VERY LOW. THE FLIGHT LEADER AT 0844Z ORDERED HIS PILOTS TO STAY  
 TOGETHER AND GUARD TO LEFT BECAUSE MORE HOSTILES WERE COMING INTO THE AREA. AT  
 0845Z ONE PILOT REFLECTED HE COULD SEE F-4S. THE FLIGHT LEADER THEN DIRECTED  
 THE MIGS TO GUARD TO THE REAR, THAT HOSTILES WERE TO THE REAR AND TO THE LEFT  
 THE GCI CONTROLLER INFORMED THE MIGS THAT THE HOSTILE ACFT WERE DESCENDING ON  
 THEM. THE FLIGHT LEADER IMMEDIATELY ORDERED THE MIGS TO TURN, MANEUVER, AND  
 GUARD TO REAR. ONE PILOT REFLECTED HE WAS POSSIBLY BAILING OUT. AT 0848Z  
 ANOTHER PILOT STATED AN ACFT WAS BURNING. THE FLIGHT LEADER CONTINUED TO WARN  
 THE MIGS TO PAY ATTENTION TO THE REAR AND MANEUVER. A MIG PILOT THEN INDICATED  
 HE WAS WOUNDED AND HIS ACFT WAS DAMAGED. AT 0849Z THE GCI CONTROLLER DIRECTED  
 THE MIGS TO ATTACK AND STATED THAT ANOTHER UNIT FROM HANOI WAS GOING TO FLY COVER  
 FOR THEM. ONE MIG PILOT THEN REPORTED HE COULD SEE AN F-105 AND ALERTED HIS  
 COMRADES TO PAY ATTENTION AND MANEUVER. AT 0852Z THE POSSIBLE AIRFIELD  
 CONTROLLER ORDERED THE MIGS TO RECOVER AND TAKE A COURSE OF 270 DEGREES. THE GCI  
 CONTROLLER THEN ORDERED THE MIGS TO TURN AROUND AND ATTACK IMMEDIATELY. THE  
 PILOTS THEN INDICATED THERE WERE MANY MANY HOSTILES THERE. THE GCI CONTROLLER  
 CHANGED THE ORDER AND TOLD THE MIGS TO RECOVER. THE ACFT WERE LAST NOTED AT  
 0902Z LANDING AT HANOI/GIA LAM AIRFIELD. COMMENTS: AVAILABLE SIGINT DOES NOT  
 INDICATE DOWNING OF EITHER FRIENDLY OR HOSTILE ACFT DURING THIS ENGAGEMENT. 600  
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